

MSP FACTS

- The MSP was originally established in 1996 as a 10-year program for up to 47 vessels in U.S. registry. Reauthorized in 2003 for 10 more years, the number of ships in the fleet was increased from 47 to 60. The President signed the NDAA on 1-2-13 extending the program to 2025.
- The MSP maintains a core fleet of U.S.-flag, privately-owned ships operating in international commerce which are also available under agreement to provide capacity needed to meet Department of Defense (DOD) requirements during war and national emergencies.
- All MSP dry cargo ships are enrolled in the Voluntary Intermodal Sealift Agreement.
- MSP tankers are enrolled in the Voluntary Tanker Agreement.
- Approximately 128,000 20-foot equivalent units (TEU's), 3.1 million square feet and over 103 thousand DWT of tanker capacity are committed to DOD through MSP obligations.
- MSP ship crews are a major source for the DOD surge fleet. The MSP contributes approximately 2,700 mariner positions to the U.S. deepwater seafarer base.



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**U.S. Department
of Transportation**

Maritime Administration

Maritime Security Program

Meeting National Sealift Needs



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Maritime Security Program - At A Glance -

The Maritime Security Program (MSP) was first passed in 1996, and originally comprised a fleet of 47 U.S. flag militarily-useful vessels. The MSP was reauthorized in 2003 and expanded to a fleet of 60 militarily-useful vessels for FY 2006-2015. On January 2, 2013, the President signed the National Defense Authorization Act of 2013 (NDAA) extending the program to 2025.

The Secretary of Transportation, in consultation with the Secretary of Defense, established a MSP fleet of active, commercially viable, militarily useful, privately-owned vessels that operate in the foreign commerce of the United States.

MSP is a vital element of our military's strategic sealift and global response capability.

Congress authorized the current 60 ship MSP fleet on the basis that it was and continues to be the most prudent, economical, and necessary solution to address the current and projected sealift requirements for the United States of America.

The Maritime Security Program is designed to provide sustainment sealift for national emergencies at minimal cost.

The MSP provides financial assistance to operators of U.S. flag vessels that meet certain qualifications. Participating operators are required to make their ships and commercial transportation resources available upon request by the Secretary of Defense during times of war or national emergency.

Without the MSP fleet, the United States would have assured access to very few U.S.-flag commercial vessels to support Department of Defense operations.

The MSP maintains a strong, modern U.S.-flag fleet providing military access to vessels and vessel capacity as well as a vast global, intermodal transportation network. This network includes not only vessels, but logistics management services, infrastructure and terminals facilities. The MSP helps retain a labor base of skilled American mariners who are available to crew the U.S. Government-owned strategic sealift fleet, as well as the U.S. commercial fleet, both in peace and war.

<u>MSP Operators</u>	<u>Vessels</u>
American International Shipping, LLC	1
APL Marine Services, Ltd.	9
Argent Marine Operations, Inc.	1
Central Gulf Lines, Inc.	4
Farrell Lines Incorporated	5
Fidelio Limited Partnership	7
Hapag-Lloyd USA, LLC	5
Liberty Global Logistics, LLC	1
Mykonos Tanker Corporation	1
Maersk Line, Limited	19
Santorini Tanker Corporation	1
Patriot Shipping, LLC	2
Waterman Steamship Corporation	4

30 Containerships = 112,954 TEUs

7 Geared Cont.'s = 13,841 TEUs

17 RO/ROs total 2.9M SQ FT

4 Heavy Lifts total 171,579 SQ FT

2 Product Tankers over 51 thousand DWT each

The ship capacity and associated intermodal capabilities of the MSP dry cargo vessels are enrolled in the Voluntary Intermodal Sealift Agreement (VISA) program, the government's sealift emergency preparedness program.